

SECTION 5

RECOMMENDED DESIGN CRITERIA FOR PRIVATE STREETS

IN PLANNED RESIDENTIAL DEVELOPMENTS AND RESIDENTIAL COMPOUNDS

Adopted by the Needham Planning Board on February 11, 1986

These criteria are to be used as design guidelines; the Planning Board reserves the right to waive or modify any of these standards.

STANDARD	ACCEPTED TOWN STREET(S)	UNACCEPTED (PRIVATE) WAY(S)
Min. Width of Right of Way	50 - 40 ft.	1 - 3 units: 30 ft. 4 - 7 units: 36 ft. 8 + units: 40 ft.
Min. Width of Road Surface	34 - 24 ft. 24 ft.	1 - 3 units: 18 ft. 4 - 7 units: 22 ft. 8 + units:
Max. Length of a Dead End*	14 lots max.	1,000 ft. SRA 600 ft. SRB
Turnaround	radius of 60 ft.	Turnaround Design Subject to Fire Chief's recommenda- tion
Max. Grade	8%	10% Secondary access 8% Primary access
Sub-base	2" crushed gravel on 10" gravel base	same
Surface	1" Surface bit. con. on 2" Bond bit. con.	same
Leveling Area	Max. 1% - within 50' of intersection	Max. 1% - within 25'

* Private Dead End means that the length of private way extending from an accepted public way

Curbing	See Section 3.3.6 of "Subdivision Regulations"	0 - 5% grade bit. con. berm may be required; 5% + bit. con. berm required
Storm Drains	See Section 3.3.13	same
Sidewalk both sides	4.5 ft. sidewalks on	2 -3 units: may not be required 4 - 7 units: one generally required 8 + units: two generally required
Slopes	Max. 2:1	Retaining Walls or other Approved Means for Slopes greater than 2:1
Sanitary Sewer	See Section 3.3.11	If Common Septic Tank(s) are used, show feasibility to edge of development
Water Service	See Section 3.3.12	Design based on State D.E.Q.E. Division of Water Supply Standards
Electricity and Telephone	See Section 3.3.14	same
Off-Street Parking		2 Per Unit, Not Including Garage Space; otherwise, width of pavement may be increased to permit passage of emergency vehicles